

state of health not only in Taiwan, but also regionally and globally, Taiwan and its 23,500,000 people should have appropriate and meaningful participation in the WHO.

(b) PLAN.—The Secretary of State is authorized—

(1) to initiate a United States plan to endorse and obtain observer status for Taiwan at the annual week-long summit of the World Health Assembly in May 2001 in Geneva, Switzerland; and

(2) to instruct the United States delegation to Geneva to implement that plan.

(c) REPORT.—Not later than 14 days after the date of the enactment of this Act, the Secretary of State shall submit a written report to the Congress in unclassified form containing the plan authorized under subsection (b).

Mr. ENSIGN. I ask unanimous consent that the amendment be agreed to, the bill, as amended, be read the third time and passed, the motion to reconsider be laid upon the table, and any statements relating to the bill be printed in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment (No. 647) was agreed to.

The bill (H.R. 647), as amended, was read the third time and passed.

#### HONORING MRS. RAE UNZICKER OF SIOUX FALLS, SOUTH DAKOTA

Mr. DASCHLE. Mr. President, recently, South Dakota, and the country, lost a friend and dedicated public servant. Mrs. Rae Unzicker of Sioux Falls, South Dakota, died in her home on March 22, 2001. She was 52 years old.

Rae Unzicker was a tireless champion for the rights of the disabled, particularly those with psychiatric disabilities. Her contributions to her field were significant. She started the first mental health advocacy project in South Dakota, served on the board of directors of the National Association for Rights Protection and Advocacy, and was the chair of the Protection and Advocacy for Individuals with Mental Illness Council for South Dakota Advocacy Services. She also authored several articles on the subject of mental health and spoke in 43 states, England, and the Netherlands during her career.

In 1995, President Clinton appointed Rae Unzicker to the National Council on Disabilities, an agency dedicated to increasing the inclusion, independence, and empowerment of all Americans with disabilities. She was one of the first outspoken advocates for the civil rights of people with mental illness to receive a major Presidential appointment. Her work helped minimize the stigma associated with people with mental illness and ensured they had the same rights and privileges as other Americans.

I join the mental health community in mourning the loss of a person so dedicated to the rights of those with mental illness. My condolences go out to Rae Unzicker's brother, her children, and their families. In this difficult time, my thoughts and prayers are with them, and with Rae's many friends.

#### RECENT DECISION TO EXTRADITE MEXICAN NATIONALS

Mr. DOMENICI. Mr. President, I rise today to praise the Mexican government's decision to extradite Everardo Arturo Paez Martinez.

I have criticized Mexico's extradition policy for many years. Historically, Mexican drug kingpins have not paid much attention to indictments from the United States.

Many Mexican Administrations have talked about reform. Some have even extradited a few low level criminals to placate U.S. critics.

This critic has not been placated.

Today, however, I am pleased and encouraged to see substantive reform taking place in Mexico. The Fox administration and the Mexican judiciary have taken an important step toward cooperation and partnership. Furthermore, extraditing such an infamous drug trafficker as "El Kitti" Paez sends a resounding signal that Mexico is not doing business as usual.

Mexico's recent action should be recognized and commended. I hope that Mexico will continue to work with United States law enforcement and will become a partner in fighting crime as it is in other areas, such as trade.

As a Senator from a border state, I look forward to working with President Fox on issues that affect both our nations and support his reform efforts.

#### C-5 PARTS SHORTAGES ENDANGER NATIONAL SECURITY

Mr. BIDEN. Mr. President, I rise today to draw my colleagues attention to an on-going problem that impacts our national security—parts shortages for the C-5. I know it may surprise some that I say this is a national security problem. Well, it is. My colleagues on the Armed Services Committee and on the Defense Appropriations Subcommittee are not surprised. They know how vital strategic airlift is to national security. They also know that C-5s are the backbone of our strategic airlift capability. Working with the C-17, the C-5 provides the airlift needed for both wars and for humanitarian missions.

For those who have not spent as much time on the issue, let me explain. The C-5 can carry more cargo, farther than any other plane in the American military. It is what brings the big, heavy stuff to the fight. For example, C-5s brought precision munitions into our major European bases for Allied Force in Kosovo. Once the big loads are brought into a theater, where necessary the C-17 then moves the equipment and supplies around the theater. As the Commander in Chief of United States Transportation Command has said many times, seventy percent of the cargo most needed in the first 30 days by the warfighter can only be airlifted on a C-5 or a C-17. And, by the way, this is stuff we'll need even if we get lighter and more mobile because

time will always matter and the more we can get to the fight quickly, the better our military position.

In addition to our warfighting needs, America uses the C-5 to promote goodwill and to help those made needy by natural disasters. C-5s are almost always involved in providing humanitarian assistance. For example, large desalinization plants to provide drinkable water must go on the C-5. So must the Fairfax Search and Rescue Team that we heard so much about after earthquakes in Turkey and Taiwan.

To get back to my earlier point, America is a global power that needs a healthy C-5 fleet. One major factor in low mission capable rates and lower airlift capacity has been a lack of parts for the C-5. In short, without parts, C-5s are not available to the Nation.

Because I was seeing the impact of this on a regular basis at Dover Air Force Base, in my State of Delaware, I thought it was important to take a closer look at this problem. What I was seeing was maintenance crews being overworked on a regular basis because there were no parts available to repair planes. In order to keep C-5s flying, two or more C-5s had to be turned into "hangar queens" or "cann-birds". Sad terms that describe million dollar airplanes that must be used to provide parts for other planes. Parts are taken from that plane and then put into another plane that needs that part. This process, called aircraft cannibalization, cost the Logistics Groups at Dover over \$2.77 million for Fiscal Year 1999 according to an independent review of Logistics cost done for Air Mobility Command.

Cannibalization not only wastes money, it also requires significantly more work hours to open up an airplane, remove a part, open up the other airplane and install the part, and then eventually install a replacement part in the original airplane. This process also increases the risk that something else on the cann-bird will break or that the part itself will break. The end result was that morale was low because without an adequate supply of spare and repair parts, inefficient procedures had become standard practice. In addition, the overall health of the C-5 fleet suffered.

As I became more aware of the impact this lack of parts was having on morale and the readiness of the C-5 fleet two years ago, I brought then Secretary of Defense Bill Cohen to Dover to make him aware of the problem.

While I believe that visit was helpful, it was clear to me that continued attention to the issue was necessary. That led me to write a short report on the issue. I have sent copies of the report to my colleagues in the Senate.

The report seeks to explain the important role played by the C-5, the extent of the parts problem for the C-5, the impact those parts shortages have had on the fleet and those who work on the C-5, and to describe the failures in logistics system management that